

January 2003

SR-76 Project

Melrose Drive to South Mission Road

■ Project Goals

- Relieve existing and future traffic congestion
- Improve motorist safety
- Minimize environmental impacts

■ Project Map

■ The Project

The current proposal is to develop a 6-lane conventional highway from Melrose Drive in Oceanside to South Mission Road in Bonsall. T SR-76 is known as Mission Avenue within the City of Oceanside and Mission Road within the unincorporated community of Bonsall.

■ Project Alternatives

Project alternatives are currently being developed in conjunction with the city of Oceanside, San Diego County, and the communities of Bonsall and Fallbrook, resource agencies, regulatory agencies, and others. At this time, Caltrans has developed two conceptual alternatives for this project: widening and realigning along existing SR-76, realigning SR-76 adjacent to the southside of the San Luis Rey River, and a split alternative with 3 lanes on each side of the river.

■ Environmental Concerns

The widening and realigning of SR-76 will present numerous environmental concerns. Potential concerns include: impacts to existing and planned residential areas that would be subject to increased noise, neighborhood disruption and change of community character; potential business displacements; loss of biological resources including riparian habitat, wetlands, and endangered species; impacts to archaeological sites; floodplain encroachment; the taking of agricultural land; the use of Section 4(f) resources

(public parks, recreation areas, wildlife and waterfowl refuges and historic sites eligible for the National Register of Historic Places); potential growth impacts; and visual impacts due to cuts, fills, and structures. Studies to determine the extent and severity of the impacts to these environmental resources began in Spring 2002.

■ Traffic

The current traffic volume on SR-76 between Oceanside and South Mission Road is approximately 30,000 average daily trips. Planned growth will increase the traffic volume to more than 50,000 average daily trips by the year 2030. Within the study limits, a transportation project will need to be implemented to safely and efficiently handle the traffic increase. Rail transit is not planned for the corridor.

■ Accidents

The accident rate on SR-76, for fatal and injury accidents, is higher than expected when compared to similar two-lane routes in the state. The proposed build alternatives would reduce the potential for accidents in the future.

■ Funding Sources

The estimated cost for the alternatives under study is \$100 million. Anticipated funding for the project includes the TransNet Sales Tax Measure approved by San Diego County voters in November 1987, gas tax revenues from the State Transportation Improvement Program (STIP), and federal and local funds. Construction is anticipated to begin in 2008.